TWO MORE PACIFIC RAILWAYS.

To the Editor of The Tribune:

SIR: Do we need two more railways to the Pacific? Some presses and speakers are contending that we do not. Will you permit me to mention a few of the many reasons why we do?

1. The original plan of Congress authorized and chartered three roads, a Northern, a Central, and a Southern. That plan met the approval of our ablest business men in all sections, and its wisdom grows more and more obvious. Three trunk lines are necessary as outlets from our present railway centers in the Mississippi Valley to the Pacific Ocean. They are also essential to the development of our mountain States and Territories, and particularly of the Pacific coast, which alone is larger than all Europe, Russia excepted.

The Central Road, now almost completed, runs substantially upon the fortieth parallel from Omaha to San Francisco, across Nebraska, Southern Dakota, Wyoming, Utah, Nevada, and California, 1,750 miles. Its eastern forks make it equally available for St. Louis, Cincinnati, and Chicago.

The proposed Southern Road follows the thirty-fifth

parallel. Starting at Fort Smith, Arkansas (with forks to St. Louis, Memphis, and New-Orleans), it crosses the Indian Territory, Northern Texas, New-Mexico, Arizona, and Southern California, and then turns north-west toward San Francisco, the only good harbor in the Golden State.

The projected Northern Road follows the fortysixth parallel. Starting from the navigable waters of Lake Superior (connected by railroad with Chicago and the entire North-West), it traverses Minnesota, Northern Dakota, Montana, Idaho, Oregon, and Washington, to Puget Sound, the best harbor on our entire Pacific coast.

The Northern and the Southern roads are each 400 miles from the Central, and each follows a great belt of country richer and more varied in resources than that traversed by the Central, and equally needing outlets, both to the Mississippi and the Pacific.

2. Our political interests require two more lines. The Southern road will place the commercial and political future of all Northern Mexico in our hands. It will basten permanent Reconstruction more than any other possible agency. It will develop the great resources of the South, and stimulate her manufactures, by opening a new and vitally important outlet. thus showing the disaffected that she is to share equally with the North in all the privileges and benefits of a restored Union.

On our northern frontier aid is being solicited from the British Government to secure the extension of the Grand Trunk road of Canada to the Pacific, and leading English writers are urging that it should be granted at once. The great Northern thoroughfure across the American Continent must be upon our soil. Nothing else can so assure our political and commercial dominance, and so hasten the assimilating process through which British America will ultimately drop into our hand like a ripe pear.

If the ten millions of dollars, currency, recently paid outright for Alaska had been expended in aid of a Northern and a Southern Pacific railway at the rate of \$2,000,000 a year, interest on bonds, for five years. its benefit to the country would have been a hundred times greater. As the Vice-President elect wisely urges, "Let us purchase no more territory;" but let us so stimulate our national prosperity that our neighbors on every side will be auxious for the privilege of coming into the family.

3. Our internal trade requires them. No axiom is better established than that the commerce of a country grows in exact ratio with its railroads. In 1850 we had 40 miles. Now we have 45,000 miles, or twofifths of all the railway line in the world. At the moderate estimate of \$45,000 per mile for building and equipping, these roads have cost \$2,000,000,000, or four-hittes of the amount of our entire national debt. Since we began to build railways, in 1850, the percentage of our increase in wealth has been seren times greater than that of Great Britain. From 1850 to 1800 it as over 126 per cent. Can it be doubted that railreads have proved remunerative, tenfold, to the country, and that our wonderful development is due more to them than to any other one agency?

4. Our near future will require them still more. Few responding necessities. Since the first National Census in 1790 our population has increased with such with great certainty. This is the per centage of | well to study.

Per Cent.		Per Cent
1790 to 1800	1800 1	o 1840,
1800 to 1810		
1810 to 18.033.13	1850 t	a 1860
1820 to 1830		
At the same rate of iner	mace 1	the normalation of the

Union will be:

The Eric Canal, begun in 1817, after seven years of agitation and bitter opposition, was a greater work for that day than the building of three Pacific railways for this; and it seemed to, be less required by the commerce of the country. Even far-seeing Thomas Jefferson declared that it was inaugurated 50 years too soon. But the great career of the city and the State of New-York dates from the commence ment of that work. When it was completed in 1825, the commerce between New-York city and the lakes, and across the Alleghanies, both ways, amounted to only 15,000 tuns annually. Now the commerce on the Erie Canal and the four great lines of railway between our Northern Atlantic scaboard and the Ohio Valley exceeds every year 6,000,000 of tans, worth

\$1,200,000,000. The opening of three great lines to the

Pacific will produce a growth equally wonderful. If

work is begun immediately upon a Northern and a Southern road, they cannot be completed before 1875,

when our population will be 47,000,000,

5. A single line 1,700 miles long, and the most important in the whole Union, is liable to become an oppressive monopoly and a dangerous power in the business and legislation of the country. The building of more roads will produce a healthy competition, like that which now exists between the several lines crossing the Alleghanies, and thus keep down prices to the lowest paying point; and the diverse and conflicting interests will make each a check and balance upon all the others.

Should the Government help build them? I urge that it should.

1. Private capital alone cannot build them for the present. All our important lines have received publie assistance from cities, counties, or States, which they were expected to benefit. And nothing is more out of ten, where State or municipal aid is extended to secure the construction of railroads, the investment brings rich and multiplied returns. Three the entire country should help build them.

2. With us, endowing railways is yet an experiment; but all the leading European nations have demonstrated its wisdom and importance. For years Great Britain, France, Austria, Holland, Spain, Portugal, Belgium, and Italy, have been constructing not single roads but systems and networks of roads through Government aid, and in every single instance with the most obvious and substantial benefits. Great Britain has guaranteed the interest on \$440 -000,000 for milways in India alone, and probably on the whole amount, from the beginning, asked from country and Europe reposes implicit trust, many decrease year by year as the roads grow self-sustaining. By a similar policy little Belgium has secured after a devastating civil war, inaugurating a system a commercial importance utterly disproportionate to of trans-continental railways the most magnificent her territorial area. And by aiding in the construction or extension of six trunk lines Louis Napoleon equaled in her history.

Mr. Windom of Minnesota, in his recent speech in the House of Representatives-a document abounding in carefully-prepared statistics-gives these suggestive figures :

GREAT BRITAIN .- Public debt to each inhabitant, ernment guarantees of interest, 4,600 miles.

FRANCE.-Public debt to each person, \$59.65 stand.

way bonds guaranteed by Government since 1558,

\$620,000,000. UNITED STATES .- Public debt to each person, \$63; percentage of increase in wealth since 1800, fifty times greater than that of Great Britain.

No two European countries have adopted exactly the same plan. In most of them the reads absolutely revert to the Governments at the end of from fifty to ninety years after endowing them, a Southern line shall receive the same aid as that now and will then be sufficient to extinguish the entire National debts. But all have adopted the same general policy-sufficient Covernment aid to leading railway lines ficial to old countries, abounding in private capital, burdened with public debts as heavy as ours, and standing armies ten times as large-countries growing far less rapidly than the United States, and incomparably less rich in material resources awaiting development, will it not be a great deal more benecial and remunerative to us?

Can it aford to help now! The first impulse of the country-based upon a praiseworthy desire to restore economy to the Administration, and order to the finances, and to hasten our return to specie payments -is to say "No." A few persons and speakers denounce the companies asking aid-however large the private capital they propose to embark in the enterprises, and however spetless the business and personal character of their leading men-as " cormo rants," "leeches," and "rings"-coupling them with combinations to defraud the revenue by theft and purely local and individual projects. In just the ame sense was De Witt Clinton a "cormorant" and a "leech," when he agitated for public aid to the Erie Canal through seven years till he got it at last: but this generation knows him as second only to

There is another and much larger class who favor Government aid, under proper restrictions, at some future time, but fear that to extend it now will aggravate our financial disorders, and retard our return to a sound enrrency by seeming to swell the public burdens. Their motives are thoroughly good, but do they not err in their reasoning?

1. The increase of the National Debt will be only apparent, not real. In the first place, if a law were passed to-day endowing a Northern and a Southern road, so much time would be required for the final surveys and getting the work fairly under way that the interest on the bonds to be issued in their aid within the next two or three years would be inconsiderable. period at which they could possibly be completedhas been, reserving half the amount due them from the Government for transporting troops, munitions, the interest and principal of the bonds as they fall due, the debt will be a self-extinguishing one. Many people have grossly exaggerated ideas of the amount the Government is expending for the Central Road, on its various divisions and branches. The following are the entire figures up to June 15, 1968:

Total amount of bonds issued. ..\$13,000,000
Total amount of interest taild on florm. \$2,124,197
Total accumulated sinking fund from small and transportation service. 765,468

Total amount actually expended by Gov'ment, \$1,568,729 By June 15, 1869, the read will be completed. The total amount of bonds then issued in aid of it will be \$56,000,000. The total amount of accrued interest on the bonds, less the sinking fund accumulated by withholding half the amount due from the Government to the road for transportation, will be under \$3,000,000. By June 15, 1870, this sinking fund will doubtless have swept away altogether the balance against the road on interest, and the road will be ready to begin to extinguish the principal. In other words, within one year after the completion of the road, every dollar the Government has advanced for it will have been paid back, and the road will begin to accumulate a fund for paying the principal of the bonds issued to sid it. Nor is this all. During the year the ground that running in debt for seed wheat will 1867, the average length of the Nebraska and the swell his liabilities?

Kansas divisions of that road combined was 587 miles The actual earing to Government, upon that short por tion of the line, over the sum it would have been con comprehend the rapidity of our growth, and its cor- pelled to pay, at the contract prices of that year, if there military supplies had been responed, the troops marched, and the mails carried in coaches, was \$2,773,140. These striking uniformity that its future can be predicted | figures carry a lesson which the croakers will do

roads will absolutely help to pay it-not by reverting to the Government at the end of two or three generations as in France and Belgium, but by a mode equally sure and far more expeditious. If work is begun upon them at once our annual product of gold and silver, now variously estimated at from \$70,000,-000 to \$100,000,000, will double within the next twelve years. New-Mexico and Arizona, now comparatively unproductive, are two of our richest mineral regions, and will produce bullion very largely, whenever a Southern Road removes their two chief difficultiesinaccessibleness and Indian troubles. Montana alone, first settled in 1803, is believed to have yielded already, in gold and silver, \$65,000,000. Montana, Idaho, Washington, and Oregon, remote as they are, produce annually \$5,000,000, or more than onethird of our entire yield of bullion. A Northern Road will soon double that, by reducing the cost of machinery, labor, and supplies, and thus making available lower grades of ore, which at the present high prices will not pay the expenses of working. The roads will also stimulate enormously the copper, iron, and coal product of New-Mexico and Arizona, the timber and copper product of Minnesota, and the coal, iron, and lumber product of Oregon and Wash-

3. Our public lands now unsold and unappropriated amount to 1,414,567,575 acres. Left alone, most of them will lie idle and unsalable for many years. Opening these roads will throw hundreds of millions of acres into the market, stimulating immigration from Europe, and building up regions now wild and waste into great States, which will help pay interest and principal of the public debt. In 1853 Kansas had no white population, and her lands were unsalable at any price. In 1867 her white population was over 200,000, and her values in other items had swelled to these enormous figures:

Farms and Farming Implements.....

The values which had grown up in 14 years exceeded \$100,000,000-nearly all actually created from fully settled by experience than that in nine cases her own soil. In 1868, Kansas paid directly \$252,000 of Federal taxes. The Indian Territory alone, due south of Kansas, to be opened by a Southern Road, is a much larger and richer tract of land. The comple-Pacific railways will benefit the entire country, and | tion of these lines to the Pacific will build up 8 or 10 new States, which, unlike Kansas lack great navigable rivers, and mustliherefore be developed by railways or not at all.

4. Increased confidence in our securities, both in Europe and America, is the sole thing needed to enable us to carry the public debt easily. Nine years ago, any one asserting that two-thirds of our States could carry a debt of more than \$2,000,000,000 through several years of war, and at the the end of that time actually find themselves richer than before, would have been hooted at as a madman. So, with the re-\$60,000,000 in Canada, thus extending to two of her stored order and confidence that will come with an distant colonies four times as much help as Administration in which the capital of our own our Government to secure the completion of or our difficulties will melt into thin air. And no three roads to the Pacific. Yet her expenditures one thing will do more to inspire confidence everyfor interest are now inconsiderable, and they where in our ability to pay easily all our indebtedness than the spectacle of the United States, so soon and commanding on the globe.

5. The Indian question is forever recurring. Even has gained for France a growth and prosperity un- now, after all our experience, we are compelled to send Sheridan on a long and costly Winter campaign; and every month brings news of the massacre of families on the frontier. The report of Secretary of War, Dec. 30, 1866, shows that the cost of our attempts to suppress the Indian hostilities in 1864-5 alone footed up to \$30,000,000, and our total expendi-\$130 40; standing army five times as large as ours; ture for that purpose during the last six years railways constructed in India since 1860, under Gov- are estimated by Mr. Windom at \$100,000,000. It is cheaper to build Pacific railways than in corn meal or crushed wheat would ment. The poor who have no thoug these things must always remain poor.

ing army ten times as large as ours; amount of rail- question lies in extending roads, with their broad belts of self-protecting settlements to the Pacific. They will reduce our standing army, both by leaving us far fewer posts to guard, and by enabling us to throw troops from one point to another far more expeditionsly and cheaply than now. The saving in this respect every year after the completion of three roads will be far more than the inferest upon all bonds issued in their aid if a Northern and

being extended to the Central. 6. The foreign commerce of China is already \$500,000,000. The growing intimacy of that ancient to secure their construction. If that policy proves bene- empire with the modern nations, and the system of railways which must soon thread it, will swell the amount enormously year by year. There is no other such prize in the commercial world. All the leading nations are reaching for it. The Emperor of Russia is building a railway to the frontier of China. Great Britain is agitating the question of extending her India railway system to the Chinese border. A French company, after working ten years and expending \$100,000,000, has nearly completed a canal across the Isthmus of Suez, shortening by many thousands of miles the old sailing routes from Europe to

Until very lately our commerce with China has been altogether one-sided. We have bought teas and silks, and paid for them in gold and silver, with the exception of sending a few cotton and woolen goods and Connecticut clocks. But the establishment of the Pacific Mail line of steamers from San perjury, and with applicants for appropriations for Francisco to Hong Kong has developed the unexpected fact that we are to supply the Chinese Empire with breadstuffs, and thus check our drain of bullion in that direction. The Chinese Empire contains 400,000,000 of people-almost one-half of the whole human race. We must open the Mississippi Valley, Robert Fulton in the benefits he secured for the and our great Northern and Southern belts, adapted to wheat, through to the Pacific. We must supply China, too, with machinery, with manufactured goods, and with Yankee notions. We have the position and resources to do this. We pessess also the great advantage that the Chinese like American merchanta far better than English, and though more of the English are now settled in Hong K ng and Shanghai, the numbers and business of the Americans are gaining year by year. The building up of great Chinese commercial houses in San Francisco, too, is opening and preparing the way for a vast Chinese trade in America.

On the other hand we want to do the carrying trade for the world-to transport across our continent the silks, and other light, costly articles on their way from China and Japan to Europe. In a Indeed, it would be very little before the earliest | word, we want to command the trade of the East, for which the different European nations have been 1875. Moreover, if they are endowed, as the Central striving ever since the Middle Ages, and which has enriched successively every people obtaining it for the time. It is within our grasp if we improve the supplies, and mails, as a sinking fund, to meet facilities nature has given us. But it is idle to expeet that one single-track railway, and that perhaps hable to interruptions in Winter, will give us the commanding position we ought to have. Three transcontinental lines, are needed, and the sooner the bet-

> Of course a Northern and a Southern road should not be endowed recklessly or extravagantly. Congress should act cantiously and prudently, availing itself of all that experience has taught on the Central line, and adopting that plan of extending the public aid. whatever it may be, which European and Amerian railway history shows to be the safest, cedlest, and most economical. It should exact ch guarantees as will protect the public interest, giving aid only to companies of sound character, and only to such an extent as may be needful to insure the construction of the roads; and taking adequate security for the proper building of the lines and the ultimate repayment of the loans. But the real question is not whether we can afford to give such aid; it is, Can we afford to withhold it ? Can a father afford to refrain from educating his children because his house is mortgaged? Can a farmer afford to leave his fields iftle through the Somn

AMERICAN INSTITUTE FARMERS CLUB

SESSION OF JAN. 19, 1869. N. C. Ely, Chairman; John W. Chambers,

How WEEDS ORIGINATE.-J. W. Vanderburg Victor, N. Y., asks the Club to discuss the source of weeds. He speaks of the often noticed fact, that after the ground has been broken to a considerable depth, or the earth thrown up from the bottom of a pit of a well, new and surfous woods make their appearance on the surface thus exposed. He apeaks of his experience with canada thistle, and says he has mastered it with clover. Out clover and thistle together about the 20th of June, Then cut again when cloversed is hirvested, and plow under in the Spring, when the plants are feeble.

J. P. Trumbe. The series alike of useful and noxious

Then out again when cloverseed is harvested, and plow under in the Spring, when the plants are feeble.

J. P. Trimule—The seeds, alike of useful and noxious plants are carried to great distances by birds. The down of thistle grains floats it afar. I have often killed birds at different times of the year, and found in their craws the seeds of apples, of wild roses, and sometimes of weeds. T. Quinn-There is a class of seeds, the oleagenous that keep in vigor a great many years when burned. In sinking a well I have seen rag-weed spring up rank on earth that came from a depth of 10 feet and had no mixture with the soil. White clover offers another example, while the soil is poor and lacks potash it will not grow, but add manure, and it will spring up at once.

J. E. Snodgrass-Will seme gentleman tell me why white and not red clover will spring up when land has an another to the factility.

white and not red clover will spring up when faint has an accession to its fertility.

Isanc P. Trimble—When Prof. Mapes was with us be often spoke of manures being in a progressed state. As I understand that word, he meant that a substance might be in the sail in abundance, but in such inheral condition, so compounded with other mert matters, that plants can make no use of it. This is true of potash. In a grante soil there is an abundance of potash, but often not be progressed state. The addition of a small quanranke soil there is an abundance of poinsh, but often of in a progressed state. The addition of a small quanty of manure that has a solvent power may release that otash, and white clover will spring. Red clover is more ependent on lime for his growth, and lime is not so sadily released from its combinations as poinsh.

STRAIGHT OR CROOKED FINGUES.—Geo. R. Clark of lying, N. Y., asks whether the difference in consumpton of material, when fences are straight rather than reoked, is enough to deserve much attention?

Note.—The Club had dittle to say on this point. In relons where fence timber is good but not plenty, and iron of costly, an excellent fence is made by borning a three-marter her hole four inches from each end of the rails.

ounced. Some weeks ago Jackson Warner present-send and well-dried specimens of the sweet potato. The object was referred to Mr. James A. Whitney of To subject was referred to Mr. James A. Wantey of Jarlian, who has examined the process carefully and considered the economical results that may come of a larger development of the industry. His paper on the sniject was able and quite exhaustive, going to show that much relief to the pressure of the bread question may come from this vegetable prepared as it may be.

P. T. Quinn.—The soil and climate of the South are admirably adapted to the growth of this tuber, and if the outh can but see a way in which the sweet potato may become an article of commerce, a great many million

A WORD FOR NORWAY OATS.—After considerable skir-mishing, and an appeal to the Club to permit the sweep-ing statement of Solon Robinson to be contradicted if possible, a Mr. Smith of Grange Co. Vt., was allowed five minutes in which time he said that the first grain of this underful plant gave 2,585 kernels and the next year ese sowed on a square rod of common land yielded or three bushels, or at the rate of 500 bushels to the re. With a peck of seed on 100 square rods he had

ed 126 husbels.
RUIT IN THE NORTH-WEST.-C. H. Greenman of Mil-FRUIT IN THE NORTH-WEST.—C. HAGreenman of Miton, Wis., spoke of the conclusion to which many years' trial had lead him as to the fruits best adapted to the remon he represents. He lives between 42° and 43°, and finds five varieties of apple hardy and productive: the Fancusa, Red Astrakau, Tolman Sweet, Duchess of Oldenburg, and the Euglish Golden Russet. The Perry Russet and Flemish Beauty are pretty good in Wisconsin. Of granes there is no use in trying anything there set and Flemish Beauty are preity good in Wisconsin. Of grapes there is no use in trying anything there but Concords and Delawares. In strawberries the Wilson is the favorite. The soil of Orchards should be covered in Winter with some coarse grass-traw for mulch. The weather in the latter part of Feb-cuary and early in March is sometimes unreasonably warm. The mulching stops the machief that ensures when the ground is suddenly that wed out and as addenic when the ground is suddenly thawed out and as auddenly frozen solid again. The grape vines taken down and covered with earth were mostly killed, while those cov-

covered with earth were mostly killed, while those covered with a cearse mulch were unharmed.

Pear Colling.—Mr. Boise, in Pennsylvania, asks for advice on this branch of pomology.

P. T. Quinn answers him and says: Sow the seeds of pears in a rich soil. When they spring up and are a few inches high, bud them; plant in rows, and let them grow a year; then top them, and, when the lower growth is viscous, they are ready to be transplanted. For general culture, the Bartlett, Duchess, and Sheldon are recommended. Two or three other variotics are favorites. Much depends on soil and elimate.

INEXPENSIVE ARTICLES OF FOOD.—Mr. Berney, a gentleman doing business at No. 116 Johnst., showed the

can doing business at No. 116 John st., showed the atth vessel so shaped as to fit into a common tea-le. In this Indian much can be cooked with small expense, and thus poor people, with little outlay for fuel and no waste in ceokery, can have sound and good food. He speke of the wasful habits of our people in throwing away the head and feet and part of the legs and tails of animals. Seven thousand ox heads are thrown away every week. One can be bought for 10 cents, and there are on and in a beef's lead 16 pounds of good, nourishing flesh. He says that when you give a poor family a dollar they will spend GENERAL NOTES.

The Daily Oregonian, of Portland, Oregon, refers to Brick Pomeroy as the "noted obscenist." Opium-eating is increasing in Indiana and

other parts of the West, as well as in the New-England States. A mad dog ran through a street in Cincinnati last Friday afternoon, biting a dozen people, and at least

swenty dogs, before he was killed. A woman, divorced in Chicago last week, left the court-room with the privilege of chesing between five names, to all of which she had an equal right-Warren, Greendyke, French, Conners, and Grant. The last was her maiden name, the rest were the names of four husbands, the last of whom has just been legally disposed of. The ady is not satisfied with any of the five names, however, and proposes now to take the name of Sample, by a fifth marriage.

A newspaper is published on board the steamer Richmond, one of the huge passenger palaces which ply between Louisville and New-Orleans. It is called The Richmond Head-Light. It has two compositors and one editor, and is published six times during each trip, or about three times a week. It is intended to be a faithful expositor of river life, affording racy entertainment for the passengers, as well as an advertising medium for hotel proprietors and merchants.

There were 203 persons killed by horses and vehicles in the streets of London last year. Of this number 83 were children. Seven were killed by horses, 12 by omnibuses, 21 by cabs, 45 by vans or wagons, 7 by drays, 53 by carts, and 53 by other vehicles, and heavy wagons driven through the streets with great velocity by unskilled drivers. The number of persons killed by carriage accidents in the thoroughfares of the metropolis is very nearly equal to the loss of life on all the railways of England and Wales together.

The Sorosis of Chicago is as energetic as the city to which it belongs. A bill to incoporate it has been ptroduced into the Illmois Legislature, providing that the corporation shall have power to publish a daily, weekly, and monthly paper, containing "news, informamation, general and particular, as well as matter of literary, philosophical, scientific, and political character, and every other matter which will improve or tend to improve the moral, intellectual, or political status of mankind, or which may tend to the eradication or diminution of error, or which may tend to the unfolding or development of truth and correct principles as to any-

Gov. Durkee of Utah left Salt Lake City on Jan 9 for his home in the East. He leaves his post on account of ill-health, but hopes to return. The Salt Lake Telegraph, the editor of which is a Mormon, speaks of him

"The Governor is a kind-hearted gentleman, and has done well in his official position among us. He is not one of us," as we could wish our Governor to be, and, consequently, he does not run in our traces; but we have yet to learn any wrong he has ever tried to do us. He semarked to several gentlemen in taking leave of them that he had been over three years in the Territory, and he had never said a hard word to any one, nor had any one said a hard word to him. Contrast that with the experience of that wicked, corrupt, and conceited old ass, Stephen S. Harding, and some other officials we

Mr. Townsend writes from Washington to a Western paper as follows: Whereas and Resolved, I have no disposition to take advantage of the accident of my profession to disturb anybody. But to hesitate about speaking frankly and vigorously the names of the vile en who are turning our Capitol into a faro bank, is to speril the estate of our children. It is also idle to make party discriminations; our own party in its organization simply piratical. These things Congress must do, and speedily: 1. Keep lobbyists of the floors of Congress, and ut of the rooms immediately adjacent. 2. Discharge any clerk who uses his office for "seeing" members in the interests of other people. 3. Make the methodical meeting of committees, the attendance of a quorum, and the ransaction of business, compulsory,

An effort is being made in Ohio to interest the State Government in the tomb and estate of ex-President Harrison at North Bend. The following note from the son of Gen. Harrison is fin answer to a Committee of Cinciunatti gentlemen who consulted him previous to sending a memorial to the Legislature;

GENTLEMEN: Your communication of to-day was received by the hands of my friend, Mr. John Richards. It will afford me great pleasure to cooperate in any move-ment that may be made by the State or General Government to beautify and embellish the resting place of the remains of my lamented father; and I will, with pleasure, convey to the State or General Government the sure, convey to the State or General Government the title to the land surrounding the tomb, whenever I can have the assurance that the grounds will be accepted for the purpose indicated in your note. Be pleased, gentlemen, to accept my thanks and grateful appreciation of your proposed honor to the memory of my father. I am, with great respect, your obedient servant,

J. Scott Harrison.

The Chicago Tribune, which suffered so heavily a few days ago for an unflattering police item, before a prejudiced and very silly jury, now has the word "alleged" electrotyped, and uses it before every other word in its reports. Here is one of fts new-model

"It is alleged that one Frederick Meyer, alleged to be doing business in this city, was arraigned before one Hoyne, who is alleged to be a commissioner of the United States, on resterday. It is alleged that the alleged party, charged with an alleged fraud upon an alleged government, assisted in some way in smuggling some alleged drugs, which are alleged to be of considerable value. It is alleged that the alleged case was postponed until Monday, alleged to be the 11th day of January. It is further alleged that the alleged defendant was held to buil. It is alleged that the alleged defendant was held to buil. It is alleged that the alleged Mr. Meyer, whom it is alleged kept an alleged drug store, being before an alleged commissioner, whose name is alleged to be Hoyne, was required to give a bond, which, it is alleged, requires the alleged Mr. Meyer to furnish for the payment of any sum of money which some enlightened, but not yet alleged jury, may allege against him, as damages sustained by the alleged government."

Among the agricultural working classes of "It is alleged that one Frederick Meyer, alleged to be

Among the agricultural working classes of Scotland, the ordinary time for courtship is the middle of the night. Farm servants get out of the house when every body is in bed, go to a neighboring farm-house and rouse a young woman to it by making a noise at her window. The girl comes to the window, and if she knows the young man, or, after a little parley if she does not know him, she either admits him to her bedroom or comes out and goes with him into an outhouse for courting. There is no courtship in any other form. The fathers and mothers will not allow their daughters to meet a young man in the daytime, and the young man never visits the family; but the parents allow this mode of courting. They have done it themselves. If the father knows it is going on, he lies comfortably in bed, just as a father in a higher rank of life would shut his eyes to his daughter going out for a walk with a young man. They say their daughters must have husbands, and there is no other way of courting. Marriage follows, perhaps, in two-thirds of the cases. The custom fr. ently leads young women to ruin. In attending midwifery cases among the working classes it is very rare that a doctor finds the first child born so long as elebt months after marriage. The general feeling among these classes is that if they are afterward married, there has been no sin, as in fact there is no scaudal, no shame, and no disgrace.

Petroleum V. Nasby has made an attempt to profit by Democratic patronage in New-York, as he proposed to do several weeks ago. His first effort, how ever, has been a failure, and he has returned to C X roads in disgust. He rented a grocery store, it seems, in the Sixth Ward, and put up the sign, "Michael O'Nasby," with an Irish harp and a green flag painted above it. He had two barrels of whisky, thirty glasses, and a plate of erackers as a stock in trade. Having made the acquaintance of two Aldermen and several other gentlemen connected with the City Government, who introduced themselves, and seemed pleased with his arrival, a formal opening was agreed upon, by way of naking more valuable acquaintances, and it was through this "opening" that Mr. Nasby met bankruptcy and dofeat of his immediate political plans. When he awoke on the next morning after the opening celebration, he found that his two barrels of whisky were empty. "The gentlemen connected with the City Government hed stolen the tumblers, the barrils, and all the moveables in the institoushen, leavin it ez bare ez the Treasury wuz after Ecokanian retired from offis! They hed even stolen the sign over the door, and the stove out uv the the room, my boots, hat, and coat. I wuz bustid. My openin wuz altogether too gorgeous. Agin my impeunlosity prevented me from makin a rise in the world.'. Mr. Nasby, however, announces his intention of trying New-York again. He knows there is money here, and thinks he can get at it. Edmond Stuart Hotham, the young disciple

of Thoreau, who is living in a hermitage on the estate of Ralph Waldo Emerson, near Concord. Massachusetts, has favored us, by request, with some account of his life and the expenses attending it. Thoreau in his celebrated and charming "Walden" was somewhat vague in many minor pecuniary estimates. The second " Hermit of Wal. len" is a New-Yorker. He determined to prove for himself the correct living expenses consequent on going absolutely into the woods, and descried Broadway for Masachusetts, just as Winter was closing in, last November. With much bilstering of hands, he says, but cheerfulness

of temper, he dug into a side hill and constructed a cabin, fluishing it in just one week. He lived meanwhile on Graham biscuit and "the clean water of Walden." The cabin is tight and warm, with earth thrown up against the siding. An intimate friend of the late Mr. Thoreau declares that it is more comfortable than the one in which he lived, in nearly the same spot. The entire cost of the edifice was \$13 93. The following are the items: 300 shingles, \$3: 20 pound of nails, \$1 30; old boards and a door with a window in it, \$551; one old window, 50 cents; labor of one man to help dig, on account of blisters and a threatened snow-storm, \$2 62. The total cost of the experiment for the Winter of four months will not exceed fifty dollars. The Hermit's food is entirely vegetable, and consists of corn for mush, wheat for bread, and dried apples-with a little lard for frying the mush. He grinds the corn and wheat himself in a large coffee mill, and cats two meals a day. This food, he declares, is sweet, nutritious, and appetizing. Its daily average cost about 112 cents. The fifty dollars above-mentioned includes the cabin and all needed articles, sailors' mattress, blankets, &c., as well as food. Mr. Hotham is studying Divinity during what he calls his " first Winter alone with nature." He considers his experiment a success, and thinks young men with but little money in their pockets would do well to leave city pavements and city expenses, and return to nature in the woods.

THE COURTS.

CIVIL.

In the Superior Court Special Sessions, before In the Superior Court Special Sessions, before Chief-Justice Barbour, the cases of Josiah Davids and William Spaniting came up. They were arrested for the attempted robbery of bonds from No. 5 Pine-st. on the 13th just. The boy who caused the arrest of the prisoners could not fully identify them, as the chief robber at that time was provided with whiskers and mustache, and the person accused had no such appendages. They were brought up yesterday on habeas corpus, with a writ of certiorari. Mr. Blant took the objection that the writ of certiorari had been altered, by adding to it, after it was issued, the name of Mr. Vandervoort, Clerk of the General Sessions, and altering the return day from the 18th to the 19th. Mr. Justice Barbour refused to proceed on the altered writ, but granted a new writ returnable to-day on the original petition.

In the Supreme Court, Trial Term, before Justice McCunn, the case of Henry B. Kirkland et al. against Arthur Leary came up. In September, 1827, the plaintiffs intrusied to the defendant's agent 21 bales of cotton at Charleston, to be taken from there to New-York by the steamer Grenada. Forty-two bales were taken by that steamer, but, there being no room, the other 49 were kept for the steamer of next week, when they were forwarded. Between the time of the arrival of the Grenada and the next steamer, the Alabama cotton feil 31 cents per pound, and for the loss occasioned by the fall the plaintiffs sue the defendant. The defendant, at the close of the testimony, moved for a non suit, on the ground, first, that it was not shown that Arthur Leary was the owner of the vessels, and in fact was not, and second, that time not being an element in a common carrier's duty, the plaintiffs, to entitle them to a verdiet, must show negligence. The Court denied the motion, holding that the transaction was with Leary individually, and that the contract to send by the Grenada took it out of the rule eited by the defendants. Ultimately the Court derected a verdiet for plaintiff for his claim, and interest, amounting to \$500.09. In the Supreme Court, Trial Term, before amounting to \$890 09.

CRIMINAL.

At the Essex Market Police Court, before Justice Ledwith, Herman D. Mesh and Leuisa Barke of No. 109 Forsyth-st, were committed on a charge of having inserted a tube into their gas meter, and consumed a quantity of gas without payment.

At the Tombs Police Court, yesterday, Jus-At the Tonibs Police Court, yesterday, Jus-tice Dowling committed James Sheppard, colored, for having stabbed William Horton, also colored, on Monday night. . Samuel E. Porter, special officer at the Metro-politan Hotel, appeared before Justice Dowling yester-day, and made complaint against James Boody, for hav-ing stabbed him several days ago, while attempting to quell an altercation between Boody and another man. The accused was held to bail.

In the Court of General Sessions, before In the Court of General Sessions, belofe Judge Bodford, yesterday, there was an unusually large calendar. There were three trials, and eight pleas were received. The trials resulted in two convictions and one acquittal. Six sentences were pronounced, and four prisoners discharged. Soveral cases were postponed.... Margaret Brown, charged with the crime of homicide, pleaded guilty of musishaughter in the third degree. Here time completed in having inflicted wounds with a razer pleaded guilty of mauslaughter in the third degree. Her crime consisted in having inflicted wounds with a razor upon her colored paramour, Upton Murray, which caused his death. The wounds were inflicted during a drunken altercation. Judge Bedford, in passing sentence, said that the prisener had been indicted by the Grand Jury for murder, and if she had been tried would undoubtedly nave been convicted, and he would have sentenced her to the State Prison for five years. He concurred with the District Attorney in accepting the plea of guilty of manslaughter. He then sentenced her to the State Prison for three years and six months.

the case will be resumed this morning

COURT CALENDARS—THIS DAY.

SUPPEME COURT—GENERAL TERM.—Held

LERISR, P. J., SCHERLAND, and BANARD, J. J.—Cours one
6,32 a.m. Enuscrated motions—Nos. 2, 46, 44, 65, 71, 72, 77, 7

6, 52, 15, 59, 93, 91, 15, 94, 95, 96, 97, 90, 99, 49, 101, 101, 102. SUPREME COURT—CIRCUIT.—Held by CARDOZO, J. Court opers at 10:20 a. m.—Sec. 975, 461, 1001, 1001, 1103, 531, 797, 1167, 1169, 1173, 1177, 1179, 1163, 1165, 110 SUPREME COURT—CHAMBERS.—Held

NAM. J. Court opens at 10 a. m. Calcudar called at 12 6, 42, 43, 59, 60. SUPERIOR COURT-TRIAL TERM.-PART IL-Ad-MARINE COURT-TRIAL TERM-Calendar called by Gross, J., at 10 a. m.—Nos, 493, 1226, 1370, 1381, L397, 1417, —, 1478, 1479, 1430, 1481, 1482, 1483, 1483, 1485,

SUPERIOR COURT—TRIAL TERM—PART I.—Held by McCess, J. Court opens at 11 a. st.—Nos. 222, 267, 449, 307, 29, 331, 133, 163, 529, 531, 533, 543, 543, 547, 551.

99, 163, 529, 531, 533, 543, 545, 551, 551.

COURT OF GENERAL SESSIONS.—Held by GUNNING Biddenon, jr., City Judga. Court opens at 11 a.m. The People agt. anelsaouth-larcony from person; Same agt. Julius H. Weman-graun recey; Same agt. Catharine Wilkes-grand larcenty Same agt. Bahlel caman-grand larcenty, Same agt. Geo. Remping. Fel. A. & d.; Same f. Thus. Parter—robbers; Same agt. Wm. Jones—robbery; Same agt. agt. Inos. Porter-robbers: Same agt. Wm. Jones-robbers; Same agt. Kate ("Neill-grand larceny; Same agt. Thos. Dempsey-burgiary Same agt. James W. Merrison-grand larceny; Same agt. Wm. Les isgrand larceny; Same agt. Jas. W. Tallmake-grand larceny.

THE MONEY MARKET. SALES AT THE STOCK EXCHANGE .- FIRST CALL, 104 O'CLOCK A. M.

10,000 U S 6s, 'B1, Reg ... 1121 15,000 U S 520 Cos, '67.....

20,000 U S 6s, 'B1, Reg ... 1121 15,000 U S 520 Cos, '67.....

20,000 U S 6s, 520 Cos '62. ... 1131 15,000 U S 6s, 520 Cosp '68, 520 Cosp '68, ... 1101 1,500 U S 5a, 10-40 Cosp. 2,000 NY St 7s B*7. | 10 Central N'| B. | 105 | 50 N Y Central | 166 | Loan | reg. 109 | 40 | 165 | 160 | 100 | 165 | 10 | 100 | Vir 6s ex con 5t | 25 Fourth Nat B | 104 | 250 | 105 | ...2 o'clock.1091 | 10,000 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1 | OPEN RUARD OF BROKKRS-10 A. M. | 10,000 Tenn Ga n. | 671 | 200 | Eric R. | 301 | 800 | Mic So & N I. | 911 | 100 Camberland Cl 28 | 300 | ... | 302 | 1,200 | ... | 92 | 100 Asham Br. | 50 | 300 | Hadron R. | 122 | 300 | Hilbods Co.e-d. | 440 | 100 | US Express | 44 | 400 | Harlem | 132 | 50 | ... | 43 | 100 | Quicastiver. | 25 | 200 | Reading | 951 | 1,500 | Chio & N W p. | 100 | ... | 21 | 300 | 300 | Chio & N W p. | 100 | ... | 21 | 200 | 300 | 300 | Chio & R W P. | 100 | ... | 21 | 200 | 300 | 300 | Chio & R W P. | 100 | ... | 21 | 200 | 300 | 300 | Chio & R W P. | 100 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 21 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | ... | 31 | 300 | .

interest. State bonds continued depressed on Tennessees, which were neglected in consequence of the prospect of a declaration of martial law by the Governor. New bonds sold in small lots at 677 268. Virginias sympathized with Tennessees, the Old bonds selling at 28, and the New at 614. Missouri 6 per cents were strong at \$75. Louisians 6 per cents were firm at 73;376; Louissana Levee 6 per cents, 692; Levee 8s, 80,287. Railway bonds were firm. Fort Wayne 1sts sold at 1011; Toledo, Peoria and Warsaw Ists, W. D., 85]. Express shares were active and higher. United States sold at 47; Adams, 572; Merchants' Union, 15]. Western Union Telegraph advanced to 35. Quicksliver was active, selling at 25. The market for rallway shares was active alet strong. New-York Central was the most active stock; the opening price was 1652, selling at 1681, 1652, 1662, 1651, 1662 closing finally at 162. Reading was dull at 951 2964. Michigan Southern was buoyant, opening at 91%, selling at 931, 921, closing at 921. This roud, as well as Fort Wayne, it is rumored, is wanted by the Eric Company, and liberal purchases have been made of both stocks with the intention of getting a controlling interest. Nor wich and Worcester sold at 101; Michigan Central, 118. North-Western shares opened firm, but upon vigorous hammering by the bears fell off } per cent. St. Paul stocks were firm. Chicago and Alton Preferred sold at 148; Hannibal and St. Joseph, 1064; Hannibal and St. Joseph Preferred, 106. Cleveland and Pittsburgh was steady at 882 2894. At the Second Board the general market was firm. St. Paul stocks advanced 1 per cent on the announcement of the dividend agreed upon some time ago. The North-Western shares were dull. At the last open Board the market became extremely dull, and prices were from 10% lower. At the close of business in the long room New-York Central broke from 1654 to 162, with great excitement and desire to sell; the balance of the market all fell off from |@ | per cent in sympathy,

closing at 135] 21354. The clearings at the Gold Exchange Bank were \$50,833,000, and the balances \$1,178,375 \$2.

Government bonds were firm, with a good investment

demand at the counters of the large dealers. At the

Lards the business was light and devoid of speculative

Closing dull and heavy. Governments closed firm:

U. S. 6. Parise R. R. 101 2004 U. S. 5-20. Cong., U. 110 2016

U. S. 6. Parise R. R. 101 2004 U. S. 5-20. Cong., U. 110 2016

U. S. 6. Ical, Reg. 11142111 U. S. 5-20. Cong., Cong. 110 2016

U. S. 5-20. Conpose 1114 6112 U. S. 5-20. Cong., U. 110 2016

U. S. 5-20. Cong., G. 11012113 U. S. 10-60. Cong. Cong. U. 10 2016

U. S. 5-20. Cong., G. 11012113 U. S. 10-60. Cong. 1014 1014

U. S. 5-20. Cong., 64. 10512105 U. S. 10-60. Cong. 10716 1016 The following are William Heath & Co.'s last quotations

 Mariposa
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 Mariposa Preferred
 24
 24!

 New York Central
 1622
 1623

 Erie
 334
 324

 Krie Preferred
 63
 63
 The following were the bids for Bank stocks:

 New-York
 34
 Hanover

 Manhattan
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 Metropolitan

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 People's
 Stoe and Leather. Corn Exchange.... St Nicholas....

American Exchange.... Back of North America. And the following for Railroad bonds: New-York Central fat, 1832..... 994 Tot. & Walvash Ec New-York Central fat, 1832..... 994 Tot. & Walvash Ec New-York Central fat, 1846 197 Gr. Waltern, 2d M New-York Central fat, 1846 20... 191 Ht. & Se. Icona, 1st Hod. Riv. Fa. 1st M., 1869 20... 191 Ht. & Se. Icona, 1st Hod. R. 7a, 2d Mag., 8, F., 1825, 102 Grahen & Checago Harlem in Mortgage. 100 Grahen & Checago Hold, R. 7a, 2d Mag., S. F., 1925/103
Marken, S. Morringer. 100
Mach. Cent. Lew Let M. 6b, 1921/165
Mich. Cent. Lew Let M. 6b, 1921/165
Mich. Cent. Lew Let M. 6b, 1921/165
Mich. So. 7 p. 6, 2d Mark. 100
Mich. So. 7 p. 6, 2d Mark. 100
Mich. So. 8 N. 1 S. Ph. 7 p. 6, 25
Parille R. 7a, guaranteed by Mo. 154
Allon & T. H. 2d Mort. 100
Chic. & S. West. S. Paul. 56
Chic. & S. West. S. Paul. 56
Chic. & S. West. S. Paul. 56
Chic. 4d Mark. 100
Chic. 2d Mark. Money is in good supply at 627 per cent on call. The

banks are in receipt of liberal remittances from the West, and have accumulated a large amount of National Bank currency that does not show in their weekly reports, and are now offering to lend freely on call. Com-mercial paper was dull of sale at 8 2 10 per cent. Sterling Exchange is a shade lower, and doll at quete

tions: London, 60 days, 1001 @ 1001; London, sight, Helw 194 Paris, long 5.16 | #5.161; Paris, short, 5.13 | 25.131; Antwerp, 5.174 95.164; Swiss, 5.174 25,164; Hamburg, 26 2 204; Amsterdam, 41@411; Frankfort, 41@411; Bremen, 78; @185; Berlin, 712 2715.
The transactions at the Office of the Assistant Treas

urer were: Receipts for Customs, \$530,000; for Geld Notes, \$324,000; total Payments, \$1,642,783 68; Balauce, \$83,298,837 56; total Receipts, \$2,007,002 02. Freights to Liverpool by steamer, 250 boxes Bacon at

25s.; 40,000 bush. Corn and Whent at 7@78d. The Lamar Insurance Company has declared a semiannual dividend of 5 per cent, payable on demand.

The aggregate amount of exports (exclusive of species from the port of New-York to foreign ports, for the week nding Jan. 19, 1869, was \$2,688,6 %. The California Pacific Railway Company offer, in

another column, their first mortgage, 7 per cent, 20 year bonds, payable principal and interest in gold, at the Na-tional Park Bank, New-York. Coupons due January and July 1. This railroad forms the only direct connection between the City of Sacramento on the cast and the City of Marysville on the north, with the waters of the Bay of San Francisco, at Vallejo, Solano County, Cal. The bo, ds are now offered at par, with accound interest in curren g. The Chicago and North-Western Railway earned for the

The Chicago and North-Western Railway earned for the first two weeks in January, 1808, \$331,370; 1889, \$309,728.

The Chicago Republican of Saturday says:
Local finances have undergone no decided catago since the date of earliest report. The linguity for loans continues fair, not the mortet moderately active and steady, with a tendence in incremed case, easing to the more liberal receipts of remittances from interior points. First-base customers need with no difficulty in obtaining all the accommodation desired, and in one or two instances the demand was not fully up to the supply, though there is considerable animale paper ofcrup that is not believed in the lateral population of the construction of the lateral population in healthy could ino, and working comparatively easy. Rates interest are from at 10 per cent per anima. The arrival of current from the interior was well up to the standard of the past for Augustian the supplier of the construction of the past of the first while the shipments to the East are falling of. Eastern European at the past for Augustian control of the current bankers were sailing to customers and maintain a particular and the current bankers were sailing to customers and maintain a particular and the current bankers were sailing to customers and maintain a particular and the current bankers were sailing to customers and maintain a particular and the current bankers were sailing to customers and maintain and the current bankers were sailing to customers and maintain and the current bankers were sailing to customers and maintain and the current bankers were sailing to customers and maintain and the current bankers were sailing to customers and maintain and the current bankers were sailing to customers and maintain and the current bankers were sailing to customers and maintain and the current bankers were sailing to customers and maintain and the current bankers were sailing to customers and maintain and the current bankers were sailed to the customers and maintain and the current banker

RECEIPTS OF TREASURE FROM THE INTERIOR.

The receipts of treasure from the Northern and Southru mines of our State during the past five years have
youn as follows: ern mines of our been as follows: The eccepts of bullion from Wasage, Pameralda and Rees River (Nevada State), for the past five years have | Def as follows: | \$15.707.855.1277. | \$10.000.000 |
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1057.	and receipts from Northern and Southern mines (bluding Novada State,) during the year 1808, were as followed 63.846,73 From Northern and Southern mine	

5-1,221,024 Decrease, 1967..... The exports of treasure during the years 1867 and 1865 cospectively, were as follows: 1867. 721,474 (8 6,225,107 @ 133,000 👀

\$11,728,661 76